

The Star.

VOLUME 5.

REYNOLDSVILLE, PENN'A., WEDNESDAY, AUGUST 12, 1896.

NUMBER 14.

Railroad Time Tables.

PENNSYLVANIA RAILROAD.

IN EFFECT JUNE 14, 1896.

Philadelphia & Erie Railroad Division Time Table. Trains leave Philadelphia.

EASTWARD.

9:04 a. m.—Train 8, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 9:23 p. m.; New York, 9:23 p. m.; Baltimore, 6:00 p. m.; Washington, 7:15 p. m. Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.

9:58 p. m.—Train 6, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 1:29 a. m.; New York, 7:31 a. m. Pullman Sleeping cars from Harrisburg to Philadelphia and New York, Philadelphia passengers can remain in sleeper undisturbed until 7:00 a. m.

9:58 p. m.—Train 4, daily for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia, 1:29 a. m.; New York, 9:23 a. m. on week days and 10:28 a. m. on Sunday; Baltimore, 6:20 a. m.; Washington, 7:40 a. m. Pullman cars from Erie and Williamsport to Philadelphia. Passengers in sleeper for Baltimore and Washington will be transferred in Philadelphia sleeper at Harrisburg. Passenger coaches from Erie to Philadelphia and Williamsport to Baltimore.

WESTWARD.

7:21 a. m.—Train 1, daily except Sunday for Ridgway, DuBois, Clearmont and intermediate stations. Leaves Ridgway at 3:15 p. m. for Erie.

9:20 a. m.—Train 3, daily for Erie and intermediate points.

5:26 p. m.—Train 11, daily except Sunday for Kane and intermediate stations.

THROUGH TRAINS FOR DRIFTWOOD FROM THE EAST.

TRAIN 11 leaves Philadelphia 8:23 a. m.; Williamsport, 7:50 a. m.; Baltimore, 6:50 a. m.; Washington, 10:15 a. m.; daily except Sunday, arriving at Driftwood at 5:26 p. m. with Pullman Parlor car from Philadelphia to Williamsport.

TRAIN 3 leaves New York at 8 p. m.; Philadelphia, 11:20 p. m.; Washington, 10:40 p. m.; Baltimore, 11:30 p. m.; daily arriving at Driftwood at 9:50 a. m. Pullman sleeping cars from Philadelphia to Erie and from Washington to Baltimore sleeper at Harrisburg and through passenger coaches from Philadelphia to Erie and Baltimore to Williamsport.

TRAIN 11 leaves Philadelphia 8:23 a. m.; Williamsport, 7:50 a. m.; Baltimore, 6:50 a. m.; Washington, 10:15 a. m.; daily except Sunday, arriving at Driftwood at 5:26 p. m. with Pullman Parlor car from Philadelphia to Williamsport.

JOHNSONBURG RAILROAD.

(Daily except Sunday.)

TRAIN 19 leaves Ridgway at 8:30 a. m.; Johnsonburg at 9:28 a. m., arriving at Clearmont at 10:45 a. m.

TRAIN 20 leaves Clearmont at 10:45 a. m., arriving at Johnsonburg at 11:41 a. m. and Ridgway at 12:00 a. m.

RIDGWAY & CLEARFIELD R. R.

DAILY EXCEPT SUNDAY.

SOUTHWARD.

NORTHWARD.

P. M. A. M. STATIONS. P. M. P. M.

12:10 9:25 Ridgway 2:00 6:20

12:17 9:32 Island Run 1:52 6:28

12:24 9:39 Mill Haven 1:48 6:19

12:31 9:46 Clearmont 1:44 6:10

12:38 9:52 Short's Mills 1:34 6:04

12:45 9:57 Blue Rock 1:29 5:59

12:52 10:04 Vinograd 1:25 5:54

12:59 10:11 Beckmanville 1:15 5:44

1:06 10:18 McMan summit 1:05 5:30

1:13 10:25 Haywards Run 1:00 5:26

1:20 10:32 Falls Creek 1:30 5:20

1:27 10:40 DuBois 1:24 5:10

EASTWARD.

Train 8, 7:15 a. m. Train 3, 11:34 a. m.

Train 6, 2:10 p. m. Train 11, 3:15 p. m.

Train 4, 7:55 p. m. Train 12, 7:55 p. m.

S. M. PREVOST, J. R. WOOD, Gen. Manager. Gen. Pass. Agt.

BUFFALO, ROCHESTER & PITTSBURGH RAILWAY.

The short line between DuBois, Ridgway, Bradford, Salamanca, Buffalo, Rochester, Niagara Falls and points in the upper region.

On and after Nov. 10th, 1895, passenger trains will arrive and depart from Falls Creek station, daily, except Sunday, as follows:

7:25 a. m. for Curwensville and Clearfield.

1:35 p. m.—Accommodation from Punxsutawney and Big Run.

10:00 a. m.—Buffalo and Rochester mail—For Brockway, Buffalo, Johnsonburg, Mt. Jewett, Bradford, Salamanca, Buffalo and Rochester; connecting at Johnsonburg with P. & E. train for Wilcox, Kane, Warren, Corty and Erie.

10:27 a. m.—Accommodation—For Sykes, Big Run and Punxsutawney.

2:00 p. m.—Bradford Accommodation—For Beechtree, Brockway, Elmport, Canton, Ridgway, Johnsonburg, Mt. Jewett and Bradford.

4:37 p. m.—Mail—For DuBois, Sykes, Big Run, Punxsutawney and Williamsport.

Passengers are requested to purchase tickets before entering the cars. An excess charge of Ten Cents will be collected by conductors when fares are paid on trains from all stations where a ticket office is maintained.

Thousand mile tickets at two cents per mile, good for passage between all stations.

J. H. MCINTYRE, Agent, Falls Creek, Pa. E. C. LAFAY, Gen. Pass. Agent, Rochester, N. Y.

ALLEGHENY VALLEY RAILWAY COMPANY commencing Sunday June 7, 1896, Low Grade Division.

EASTWARD.

STATIONS. No. 1. No. 5. No. 9. 101 100

Red Bank 10 45 4 40 A. M. P. M. A. M. P. M.

Lawsonham 10 57 4 52

New Bethlehem 11 30 5 25 5 20

Oak Ridge 11 38 5 33 5 27

Maysville 11 46 5 41 5 34

Summersville 12 05 5 50 5 43

Brookville 12 25 5 59 5 52

Boyl 12 31 6 06 5 59

Fuller 12 43 6 18 6 11

Reynoldsville 1 00 6 36 6 29

Pancoat 1 09 6 45 6 38

Falls Creek 1 26 7 12 7 05 10 30 1 36

DuBois 1 35 7 20 7 13 10 40 1 45

Sabula 1 48 7 33 7 26

Waterburn 1 59 7 44 7 34

Pendleton 2 05 7 52 7 49

Tyler 2 15 8 02 7 59

Benezette 2 43 8 30 8 18

Grant 2 53 8 40 8 28

Driftwood 3 03 8 50 8 38

P. M. P. M. A. M. A. M. P. M.

WESTWARD.

STATIONS. No. 3. No. 6. No. 10. 106 110

Driftwood 10 42 5 02 6 01 P. M. P. M. P. M.

Grant 10 52 5 12 6 11

Benezette 11 30 5 50 6 49

Tyler 11 38 5 58 6 57

Pendleton 11 46 6 06 7 05

Waterburn 11 54 6 14 7 13

Sabula 12 02 6 22 7 21 12 40 5 10

Falls Creek 1 20 6 40 7 39 12 50 5 20

Pancoat 1 30 6 50 7 49

Reynoldsville 1 40 7 00 7 59

Boyl 1 50 7 10 8 09

Brookville 2 00 7 20 8 19

Summersville 2 10 7 30 8 29

Maysville 2 20 7 40 8 39

Oak Ridge 2 30 7 50 8 49

New Bethlehem 2 40 8 00 8 59

Lawsonham 2 50 8 10 9 09

Red Bank 3 00 8 20 9 19

P. M. A. M. P. M. P. M. P. M.

Trains daily except Sunday. DAVID McABBO, Gen'l. Supt. JAS. P. ANDERSON, Gen'l. Pass. Agt.

BECH CREEK RAILROAD.

New York Central & Hudson River R. R. Co., Lessee.

CONDENSED TIME TABLE.

HEAD UP. Exp. Mail. MAY 17, 1896. HEAD DOWN. Exp. Mail. No. 37. No. 33.

10 10 10 10 PATTON. Live. 3:23 4:23

10 10 10 10 Westover. Live. 3:23 4:23

10 10 10 10 MAHAFFEY. Live. 3:23 4:23

10 10 10 10 Kermor. Live. 3:23 4:23

10 10 10 10 GAZAM. Live. 3:23 4:23

10 10 10 10 Kermor. Live. 3:23 4:23

CRUDITY IN EUROPEAN ART.

Americans Have Satisfied the Hunger For a New Creation.

Is there no art in Morse's telegraph, in Fulton's steamboat or Colt's revolver or in an American cultivator, but only in a morbid projection upon canvas of Dante's insane portraits of a supposed soul in hell or the ever recurring monks of the wine cellar lewdly gibing the water girls that bring them their incriminating cups? Two-thirds of all the so-called art of Europe consists of pictures that are both deplorable and untrue, designed to commemorate events that never occurred or to preserve our reverence for ideas which the human mind no longer seriously entertained. American art must be the embodiment of American ideals and not the reflex of mediæval ideals which no longer command the sincere respect of even the European mind. The art of Europe is as crude in its way as that of America, because it does not relate to ideas that are now or ever again can be potential over the human mind.

The most powerful and artistic fiction of modern times, perhaps of any period, whether judged by the extent to which it has been read, dramatized, acted, imitated and translated or by the depth of its revolutionary effects on society, is "Uncle Tom's Cabin." It drew much of its power from the hunger the world felt for a new art that should be American. Irving wrote volumes on England, Spain, Mohammedan histories, etc., all of which are passing into waste paper because they have not the originality of true art, while his name lives only in that small portion of his work whose theme was American—viz, the legend of Sleepy Hollow, Rip Van Winkle and Diedrich Knickerbocker. Humboldt studied that travel and observation were fine arts, and that the best field for their practice lay in America. Audubon lifted the study of birds into a fine art and found no field necessary to its practice but America. Lowell, Mark Twain and Bret Harte have lifted American humor into an art so fine that the European world itself is inquiring whether all real humor is not exclusively an American art.—Guntton's Magazine.

Darkness Seemed Familiar.

Young Woman Did Not Notice That the Light Had Gone Out.

They were on a tandem, and a straight, smooth road stretched away before them through the park for a mile or more. There was darkness all about—thick, impenetrable darkness—which lay heavy among the trees and betrayed the fact that the authorities had neglected the electric lights, counting on a moon that had failed to keep her engagements. But they did not mind the darkness. In fact, they rather sought out the more shadowy portions. For there is something about a tandem, if it steers easily, which softens the iron bond laws of custom. The riders are so close together anyway. And if the one on the rear seat leans slightly forward and the one on the front seat leans just a little back, there is no need to sigh for the best of hammocks.

Justice of the Peace.